



**CITY OF SUNNYVALE  
REPORT  
Planning Commission**

**October 13, 2003**

**SUBJECT:**                **2003-0046 - City of Sunnyvale** - Consideration to amend the existing Municipal Code §19.46.140 to require that all recreational vehicles, trailers, and boats, when parked or stored on property in all residential zones, shall be parked or stored perpendicular to the street.

**REPORT IN BRIEF**

The purpose for the study is to examine the aesthetic impacts of recreational type vehicles, trailers, and boats parked within the front yard of residential zones. The study is to determine whether the City's current municipal code requirements for front yard parking are sufficient or if the code requirements should be modified in order to meet other city goals and design guidelines.

Staff is recommending a modification to the existing Municipal Code §19.46.140 to require that all recreational vehicles, trailers, and boats, when parked or stored on property in all residential zones, shall be parked or stored perpendicular to the street.

**BACKGROUND**

At the April 30, 2002 City Council meeting, a citizen request was made for information on Sunnyvale regulations regarding the parking of RVs, trailers, and boats in the front yards of residential zones. The City Council responded by placing an item on a future meeting agenda where the public could voice their thoughts and opinions publicly. The Council also directed staff to report back to them with information regarding the Sunnyvale Municipal Code and the State Vehicle Code parking regulations.

At the August 20, 2002 City Council meeting, the Council heard from a number of citizens regarding the current City regulations. A majority of the speakers shared the same opinion that the current regulations were sufficient to address the community's needs and that there should not be any changes made to the municipal code. A minority of people spoke in favor of changing the current regulations to address the aesthetic impacts that recreational vehicles could have in residential neighborhoods. The purpose for the meeting was for Council to receive feedback from the community and take their comments under advisement. At the December 2003 Study Issue workshop, the City Council selected this item as a study issue for 2003 and ranked it number 3 for the Community Development Department.

**EXISTING POLICY**

**1. Parking on private property**

Current City Regulations in Title 9 and 19 do not prohibit the parking of RVs, trailers, boats, or any oversized vehicles in the front yard area. City standards do not address the potential aesthetic impacts that RV, trailer, and boat parking could have on residential neighborhoods. The following sections from the City's Municipal Code deal specifically with parking on private property:

- The parking area shall not cover more than 50% of the required front yard area (SMC 19.46.140);
- The front yard cannot be covered with more than 50% of impervious surface (SMC 19.32.060);
- There is no parking allowed in the 40 foot corner lot vision triangle area or within the 10 foot driveway vision triangle area. (SMC 19.46.140);
- All vehicles must be parked on a permanent paved surface such as asphalt, Portland Cement or other approved stabilized permanent surface. (SMC 19.46.120);
- Boats must be licensed and stored on a trailer that is operable and registered. Boats must also be covered (SMC 9.26.030 (19));
- Inoperable vehicles parked on private property cannot be parked for longer than 72 consecutive hours (SMC 9.24.180).

Generally, as long as RVs, trailers, and boats are parked such that they are located on a paved surface, do not cover more than 50% of the front yard area, and do not block visibility at a driveway or intersection, then they are in compliance with current City regulations.

## **2. Parking on public streets**

The California Vehicle Code prohibits:

- The "stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day." (Section 22507);
- The parking of vehicles that block or partially block the sidewalk or a neighbor's driveway (Section 22500 (E) and (F)).

City municipal code regulations control the following:

- Vehicles parked on the street must be licensed and operable, and cannot be left in one location for more than 72 hours. (SMC 10.16.120);
- Where vehicles may be parked on the street (not within 100 ft. of any intersection);
- Where RVs may be parked on the street when visiting a Sunnyvale resident (within proximity);
- How long there may be electric and water hook ups to RVs (72 hours).

## **3. Relationship to General Plan**

The following goal and policy sections from the City's General Plan Elements show the relationship of this study issue with the General Plan:

- **Goal C:** Ensure a high quality living and working environment.
- **Policy C.2:** Continue to encourage and assist property owners to maintain existing developments in a manner that is aesthetically pleasing, free from nuisances, and safe from hazards.
- **Goal 7.3B:** Assure that city policy is established, documented and enacted according to established procedures and legal principles.
- **Policy 7.3B.3:** Prepare and update ordinances to reflect the current community issues and concerns in compliance with state and federal laws.
- **Action Statement 7.3B.3b:** Consider changes to ordinances to reflect changes in community standards and state and federal laws.
- **Policy N1.1:** Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.

- **Action Statement N.1.15:** Establish and monitor standards for community appearance and property maintenance.
- **Policy N1.4:** Preserve and enhance the high quality of residential neighborhoods.

## DISCUSSION

This study issue is being conducted in response to issues that were raised by Sunnyvale residents who were concerned with RVs parked in their neighborhoods. These concerns generally regarded RVs parked parallel with the street in the front yards of residential zones. The City also received concerns about RVs parked perpendicular in the driveway, although these were only a minority of the concerns raised. The City Council determined that there may be aesthetic and safety issues associated with RV, boat, and trailer parking in front yards and selected this study issue in order to gain a better understanding of the situation.

During the course of this study, staff received approximately 50 responses from the public via email, phone conversations, and letters (Refer to attachment #3, Letters from Residents). The public's response could generally be categorized into two equivalent groups. The first group is those citizens who do not want to see any change to the current City regulations. They believe that the current regulations are sufficient in addressing any parking or aesthetic issues that the City may be facing. They also believe that new regulations would place an economic burden on property owners if they were required to store their vehicles off-site. This group of responses was similar to the feedback that the City Council received at their August 8, 2002 meeting. The second group is those citizens who want a significant change to the current regulations. Generally these residents are concerned with aesthetic issues and stated that recreational vehicles are unsightly and out of place with the residential character of Sunnyvale neighborhoods. Several people feel that only the larger recreational vehicles are of particular concern to them, not the smaller boats or trailers.

Six main topics are covered in the following discussion section:

- 1) Definition of RVs, trailers, and boats,
- 2) Recent trends in RV, trailer, and boat ownership,
- 3) RV, trailer, and boat parking policies of surrounding cities,
- 4) Projected number of RVs, trailers, and boats in Sunnyvale,
- 5) Options for RV, boat, and trailer parking,
- 6) An analysis of the options for RV, boat, and trailer parking,
- 7) Effect on property values,
- 8) Public outreach and feedback.

### 1. Definition of RVs, trailers, and boats

The following definitions are used by the Department of Motor Vehicles to define the various types of recreational vehicles and will also be used in this report:

Vehicle Type	Description of Vehicle
Boat	Vessel of any kind, whether self-propelled or propelled by any other means, including sailing vessels and all other structures adapted to be navigated on water from place to place for recreational purposes or for the transportation of merchandise or persons.

<b>Camp Trailer</b>	Vehicle typically 13 - 35 feet in length and so constructed as to be drawn by a motor vehicle using a hitch, capable of human habitation for camping or recreational purposes
<b>Fifth Wheel</b>	Vehicle typically 17 - 40 designed for recreational purposes to carry persons or property on its own structure and so constructed as to be drawn by a motor vehicle by means of a kingpin connecting device.
<b>Passenger Vehicle</b>	Any motor vehicle designed, used and maintained primarily for the transportation of persons for noncommercial purposes. A passenger vehicle does not include a motor vehicle designed and equipped for human habitation, excepting a motor vehicle to which a Camper Shell has been attached.
<b>Recreational Vehicle</b>	A motor vehicle designed and equipped for temporary human habitation. Motor home divided into two types. The larger one is built on a truck chassis with a gasoline or diesel engine and is capable of traveling long distances due to a large fuel capacity. The smaller or mini-motor home is built on a modified van chassis and usually has a section that overhangs the cab.
<b>Truck Camper</b>	A detachable section or accessory designed to be mounted upon a motor vehicle and to provide facilities for human habitation, camping purposes or storage.

## 2. Recent trends

Staff researched recent trends in RV, trailer, and boat sales and found that sales have increased substantially in the past two years. In 2002, manufacturers shipped 311,000 RV units in the U.S, a 21% increase over year 2001 sales of 256, 000 units. This year sales are expected to rise at least another 3% up to 320,000 units according to the Recreational Vehicle Industry Association.<sup>1</sup>

Staff interviewed several sources in the RV and boat industry, including RV sales associates and RV club representatives, and found that there are several reasons cited for this increase in sales: 1) the events of September 11, 2001 have encouraged travel within the US, 2) the aging baby boomer population is now becoming the typical demographic for all types of recreational vehicle ownership, and 3) lower interest rates are making purchasing RVs and boats more feasible.

Staff also contacted several RV, trailer, and boat storage facilities in the area and found the following information:

Storage Facility	Monthly Rate	Percentage of Vacancy
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<sup>1</sup> Recreational Vehicle Industry Association, [www.rvia.org](http://www.rvia.org).

	30 ft space	40 ft space	
Perdon's Boat and RV Storage - <i>Milpitas</i>	\$82/ mo.	none	5%
Huston's RV Storage - <i>San Jose</i>	\$50/ mo.	none	1%
Lock-n-Store - <i>Cupertino</i>	\$75/ mo.	\$125/ mo.	3%
All Aboard Storage - <i>Sunnyvale</i>	\$103/ mo.	\$134/ mo.	5%
DeAnza Storage - <i>Mountain. View</i>	\$109/ mo.	\$125/ mo.	2%
<b>Averages</b>	<b>\$84/ mo.</b>	<b>\$128/ mo.</b>	<b>3.2%</b>

The 40 foot spaces are necessary for longer RV units or larger boats, while the 30 foot spaces can accommodate small and medium sized motor homes and boats.

The storage facilities contacted all stated that the vacancy rate had become very low in the recent years. Typically, the vacancy rate had been higher, around ten percent, prior to September 11, 2001. Since that time, they have received more requests for storage than they have space available. Of the three facilities that provide 40 foot spaces, two currently no have 40 foot spaces available and the third had one available. All three stated that there is a waiting list for spaces.

### 3. Comparison of surrounding cities

The following table displays the current policies regarding parking in the required front yard areas for 11 surrounding cities.

Cities	Summary of Parking Restrictions in Front yard Area	Front yard Coverage	Required Orientation	Surface Req.
<b><i>Campbell</i></b>	Allowed with no screening requirements	50% max.	None	Impervious
<b><i>Cupertino</i></b>	Perpendicular parking only, except on circular driveways with vehicles less than 20'.	None	Perpendicular only (unless on circular drive)	Impervious surface must outline the perimeter of vehicle
<b><i>Los Gatos</i></b>	Vehicles more that 23 feet long cannot be stored in front yard unless it is more than 50 feet from the curb	None	None	Impervious
<b><i>Los Altos</i></b>	Outside of front yard setbacks.	None	None	None

Cities	Summary of Parking Restrictions in Front yard Area	Front yard Coverage	Required Orientation	Surface Req.
<i>Los Altos Hills</i>	Outside of front yard setbacks.	None	None	None
<i>Milpitas</i>	Allowed with no screening or length requirements. Wheel strips allowed.	50% max.	None	Impervious
<i>Mountain View</i>	72 hr max unless screened by a 6' high fence/hedge. No more than 1 vehicle over 7' high and less than 12' high.	50% max.	No diagonal parking of vehicles over 7' high.	Impervious
<i>Palo Alto</i>	72 hours only in front yard	40% max.	n/a	Impervious
<i>San Jose</i>	Perpendicular parking only. No screening or length requirement.	50% max.	Perpendicular only	Impervious
<i>Santa Clara</i>	No screening or length requirement.	65% max	None	Impervious
<i>Saratoga</i>	Outside of front yard setback if parked longer than 5 days.	35%-60% max.	None	Impervious
<i>Sunnyvale</i>	Allowed with no screening or length requirements. Wheel strips allowed.	50% max.	None	Impervious

A direct comparison of surrounding cities is not entirely possible since most cities have different standards for lot sizes, lot dimensions, and minimum square footages. Generally, the larger the parcel, the more likelihood that parking in the front yard is not allowed. Five cities, Los Altos, Los Altos Hills, Mountain View, Palo Alto, and Saratoga do not allow parking in the front yards. Los Gatos only allows parking in the front yard if the vehicle is greater than 50 feet from the street, so only larger parcels in the hillside area could meet this requirement. The cities of San Jose and Cupertino require recreational vehicles to be parked perpendicular to the street. Four cities, Campbell, Milpitas, Santa Clara, and Sunnyvale, have no significant restrictions on parking RVs, trailers, and boats in the front yard. Eight of the twelve cities have a maximum paved surface area in the front yards and ten of twelve require parking to be on impervious surfaces. This impervious surface requirement may change as cities implement new stormwater permit requirements.

Most recently, in August 2002, the City of San Jose updated their Nuisance Ordinance, which addresses RV, trailer, and boat parking on private property. At the time, San Jose was exploring the possibility of restricting any recreational vehicle parking in the front yard

of residential zones. San Jose staff determined that if all front-yard parking were prohibited, there would not be sufficient space available in private storage facilities to accommodate the number of vehicles requiring off-site storage. Therefore, the restriction of front yard parking was not imposed. The revised ordinance did include the following restrictions pertaining to recreational vehicles:

- Trailers, boats, and all motor vehicles must be parked on a paved surface;
- Recreational vehicles must be parked or stored perpendicular to the street.

#### 4. Projected number of RVs, trailers, and boats in Sunnyvale

It is important to establish the total number of boats, trailers, and RVs located in Sunnyvale in order to determine the number of residents who could be affected by this study issue. Staff contacted several governmental agencies, private organizations, and conducted a field survey while attempting to uncover this information. The following three sources were the most relevant in terms of data projections specifically for Sunnyvale.

**Good Samaritan Club:** The Good Sam Club is the largest organization in the nation for RV owners, with membership now exceeding one million families. The club was able to provide RV ownership information specifically for Sunnyvale using zip codes from their membership records. The club confirmed that they currently have 400 members registered in Sunnyvale.<sup>2</sup> The club estimates that nationwide, 20% of all RV owners belong to Good Sam. This would mean that there are approximately 2,000 RVs in Sunnyvale. Based on a field survey, staff found that almost all RVs are located in single-family zones, therefore about 10% of the 21,000 single-family homeowners have RVs.

**Field survey conducted by staff:** In September 2003, Staff conducted a windshield survey of four single-family residential neighborhoods in Sunnyvale to determine the number of RVs, boats, and trailers which are parked in the front yard areas. The purpose for the survey was to use a representative sampling from different neighborhoods in order to approximate the total number of vehicles parked in the front yards throughout Sunnyvale. The information is not intended to be a projection of vehicle ownership by Sunnyvale residents since many vehicles are not visible or parked off-site. The areas selected were in the R0 and R1 zones. The following table shows the total number of trailers, boats, and RVs that were visible in the front yard areas:

Neighborhood Area	Number of Homes	Number of RVs	Number of Boats	Number of Trailers	Percentage of Vehicles per Homes
Olive Av. at Pastoria Av.	279	9	7	5	7.5%
The Dalles Av. at Mary Av.	245	9	6	2	6.9%
Inverness Way At Wolf Rd.	329	6	7	6	5.7%

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<sup>2</sup> Information from Gill Gilbert, Co-Chairman - Good Sam Club Parking Rights Advisory Council

Lakewood Neighborhood	314	6	7	4	5.4%
Totals	1167	30	27	17	6.3%

Sunnyvale's has approximately 21,000 single-family detached homes. If 6.3% of those homes have RVs, boats, or trailers parked in the front yard area, then there are approximately 1,300 vehicles visible in the front yards.

Multi-family developments were not included as part of this survey, since they generally do not have a front yard area that could be used for vehicle parking. These developments also typically do not have sufficient area for parking of larger vehicles, although some complexes have a gated area for oversized vehicle parking.

**Department of Motor Vehicle records:** The DMV could not provide information regarding the number of RVs registered in Sunnyvale without a significant fee, but information was available regarding the number of boats and trailers currently registered in Santa Clara County. Using County population data as a proportional representation, it is possible to determine Sunnyvale's proportional share of registered boats and trailers with the total number of those registered in the County. The 2000 population of Sunnyvale (133,086) is approximately 8% of the total Santa Clara County population (1,682,585)<sup>3</sup>.

- There are 31,161 registered **boats** in Santa Clara County as of August 2003. Using the percentage reduction ratio, this means there are about 2,500 boats registered in Sunnyvale.
- There are 72,787 registered **trailers** in Santa Clara County as of December 2002. Trailers include any pulled vehicle used for storage, camping, living, hauling, or fifth wheel. Using the percentage reduction ratio, this means there are an estimated 5,800 trailers registered in Sunnyvale.<sup>4</sup>

## 5. Options for RV, boat, and trailer parking

The following represents a list of options for RB, boat, and trailer parking:

- Require parking to be perpendicular with the street:** Any vehicle parked in the required front yard area would be required to be parked perpendicular to the street; no parallel parking would be allowed. This alternative would eliminate the most noticeable aesthetic impacts that larger recreational vehicles can have on residential neighborhoods. If an RV, boat, or trailer cannot be parked perpendicular in the driveway area due to the length of the vehicle, this regulation would require that they either be parked in the side yard area or parked off-site.
- Limit the height of RVs, boats, and trailers:** Any vehicle over a specified height would not be allowed to park in the front yard area. This alternative would address the majority of aesthetic impacts that larger RV and boats create in neighborhoods. Larger RVs and boats can have significant mass and scale, which often can be similar to an addition to the main home, without the benefit of design review.

<sup>3</sup> 2000 Census Data, US Census Bureau

<sup>4</sup> California DMV Research and Development Branch, Chris DeWilliger, Statistics Manager



- c) **Limit the total length of RVs, boats, and trailers:** Similar to the total height alternative, any vehicle over a specified length would not be allowed to park in the front yard area.
- d) **Limit the total time that RVs, boats, and trailers may be parked:** A vehicle could not be parked or stored in the front yard area for more than a specified length of time. This alternative could limit the total consecutive or cumulative length of time for parking or storing non-automobile type vehicles in residential zones.
- e) **Restrict all RV, boat, and trailer parking in the front yard area:** Under this alternative, there would be no recreational vehicle parking allowed in front yard under any circumstances. This would restrict any RV, boat, or trailer from using the driveway area and would only allow for parking of automobiles. This alternative would be the most restrictive regulation for property owners and would only allow recreational vehicles to be parked in the garage, side or rear yard area for storage.
- f) **Make no changes to the City's current policies:** Under this alternative, there would be no modifications recommended to the municipal code.

#### **6. Analysis of the options for RV, boat, and trailer parking**

##### **Require perpendicular parking**

The majority of responses that Staff received from the public as part of the public outreach were concerned with the parking orientation of the larger RV units in the front yard area. Specifically, these residents cited a known example of a large RV parked parallel to the street in the front lawn area. In this case, residents felt that the RV was out of context with a residential zone and negatively impacted their neighborhood. Many residents stated that they did not believe that smaller RVs have the same impact as larger units and they did not believe that RVs parked perpendicular to the street have as great an impact on the neighborhood. Staff believes that a new policy regulating the orientation of RVs, boats, and trailers parking in the front yards, would address a majority of the concerns that staff has heard from the community.

In addition to addressing the aesthetic issues, staff believes that prohibiting parallel parking would also address a safety concern. When vehicles are parked parallel, they can encroach into the required 10-foot driveway vision triangle. Encroachment can block the visibility of on-coming pedestrians and vehicles when cars are backing out of the driveway. Requiring perpendicular parking would significantly reduce the potential hazard associated with this type of parking.

Although prohibiting parallel parking does not directly limit the total length of a vehicle, it does effectively limit their length on most properties. The standard front yard setback in residential zones is 20 feet and most homes have been built up to the minimum 20-foot setback. In these cases, a perpendicular parking requirement would allow for a 20-foot long maximum sized RV or boat. Although typically the portion of the home closest to the front yard setback is the garage. There are provisions in Title 19 Zoning that allow for homes, built as part of larger subdivisions, to be sited as close as 15 feet to the edge of property. In those cases the garage is typically set back further to provide a 20-foot driveway apron. This provision also requires that adjacent homes be set back greater than the minimum 20 feet. There are also many examples of homes where the garage is setback an additional 10 or 20 feet from the required front yard area. In these cases, a perpendicular parking

requirement would allow the opportunity for a much larger vehicle. In all of these cases, the distance between the home and the front property line will limit the overall length of vehicle if this alternative is adopted.

**Regulating length and height**

Staff reviewed the options to limit the height and length of vehicles in front yards but found them to be less effective in addressing the concerns raised. Limiting the height and length could be effective at limiting the mass and scale of some of the larger RVs and boats, but would not restrict where they could be parked in the front yard area. These alternatives would still allow for parallel parking on the front property line.

**Prohibiting front yard parking**

Staff explored the option of prohibiting any parking in the front yard but concluded that this alternative would place too great a burden on RV, boat, and trailer owners. Under this alternative, residents could still park their vehicles in garages, in the side yards, or in the rear yards, but the standard residential lot configuration would not make this a feasible alternative for most property owners. Standard residential setbacks allow for larger side and rear yards, but most properties are not developed in this manner. Typically there are 4, 6 or 7 feet on one side and 8, 9 or 11 feet on the other. Corner lots have the greatest opportunity for rear and side yard parking since they have easier access to the rear yard. These parcels are generally the most appropriate lots in Sunnyvale for larger vehicle parking.

Also, under this alternative, residents could park vehicles off-site if there was not sufficient room in the side or rear yards. Staff found that the cost of storage, as previously explored, would be a financial burden for most residents. Staff does not believe that the aesthetic value gained by removing vehicles from the front yard justified the costs that would be placed on these residents. In addition, staff found that there is not sufficient storage available in the privately operated storage facilities to accommodate the number of vehicles that would require off-site storage. As previously explored, private storage facilities in the area have an average vacancy rate of only 3.2%, which would not provide the necessary number of spaces.

**7. Effect on property values**

The effect that RVs, boats, and trailers may have on property values is not quantifiable. Staff has interviewed several real estate agents regarding the issue of resale value of homes adjacent to another property with a vehicle in the front yard area. All agents stated that vehicles do have an influence on property values, but the affect varies depending on the particular neighborhood and the particular homebuyer. Generally, recreational vehicles have a detrimental effect in high-end neighborhoods but have a positive effect in middle income areas.

**8. Public outreach and feedback**

Staff utilized several means of public outreach in order to best inform the public of this study issue. First, informational flyers with a general description of the project and the public hearing dates were sent to residents who had expressed interest in this study issue and previously related items. Second, an advertisement was placed on KSUN and a banner was placed on the City's web page in August of this year, with general information and public hearing dates. Third, a news release was sent to the Sun Newspaper and the San Jose Mercury News.

## RELATIONSHIP TO THE GENERAL PLAN AND CURRENT GUIDELINES

<i>General Plan Policy or Guideline</i>	<i>Consistency</i>
<b>Housing and Community Revitalization Element</b>	
<p><b>Goal C:</b> Ensure a high quality living and working environment.</p> <p><b>Policy C.2:</b> Continue to encourage and assist property owners to maintain existing developments in a manner that is aesthetically pleasing, free from nuisances, and safe from hazards.</p>	<p>Allowing RVs, boats, and trailers to be parked in residential zones would contribute towards a higher quality of living by allowing property owners more flexibility in the use of their property.</p> <p>Additional restrictions on the parking of RVs, boats, and trailers in residential zones would contribute towards properties being aesthetically pleasing and free from nuisances.</p>
<b>Legislative and Management Element</b>	
<p><b>Goal 7.3B:</b> Assure that city policy is established, documented and enacted according to established procedures and legal principles.</p> <p><b>Policy 7.3B.3:</b> Prepare and update ordinances to reflect the current community issues and concerns in compliance with state and federal laws.</p> <p><b>Action Statement 7.3B.3b:</b> Consider changes to ordinances to reflect changes in community standards and state and federal laws.</p>	<p>This study is in response to a perceived need in the community for additional parking restriction in residential zones.</p>
<b>Land Use and Transportation Element</b>	
<p><b>Policy N1.1:</b> Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial.</p> <p><b>Action Statement N.1.15:</b> Establish and monitor standards for community appearance and property maintenance.</p> <p><b>Policy N1.4:</b> Preserve and enhance the high quality of residential neighborhoods.</p>	<p>Establishing new restrictions that would limit certain types of RV, boat, and trailer parking would help to enhance the quality and appearance of residential neighborhoods.</p>

**ENVIRONMENTAL REVIEW**

This study issue is exempt from CEQA since the activity has no potential for causing a significant effect on the environment under the general rules of CEQA that applies to "projects." The study is not considered a project.

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**FISCAL IMPACT**

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The fiscal impact resulting from this action, depending on the types of parking regulations adopted, would be an impact on tax revenue generated from the Santa Clara County boat tax. In Santa Clara County, boats are assessed a boat property tax. This tax income for the entire county is approximately \$666,403 per year, but it is not known what percentage is distributed to the City of Sunnyvale. If boat parking on private property is restricted, it would likely mean a decrease in the number of boats owned in the City, and therefore, a decrease in yearly tax revenue. The exact amount of tax revenue lost is not known, but Staff believes the number would not be significant.

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**CONCLUSION**

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Staff has concluded, based on General Plan Goals/ Policies and the data that were gathered from the research, that it is appropriate to modify the existing Municipal Code to require that all recreational vehicles, trailers, and boats be parked or stored perpendicular to the street. The modification would help to address the aesthetic and safety impact that the larger RVs and boats can have on the surrounding neighborhood. Additionally, this modification would not create a significant hardship for Sunnyvale residents, since most vehicle owners have the ability to park their vehicle perpendicular with the street. There also would not be a significant financial burden placed on property owners by requiring off-site storage on their vehicles. Finally, this recommended modification would only affect a minority of the RV, boat, and trailer owners in Sunnyvale, since staff is only aware of less than 10 property owners where vehicles are parked parallel with the street.

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**Public Contact**

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Notice of Public Hearing	Staff Report	Agenda
<ul style="list-style-type: none"><li>• Published in the <i>Sun</i> newspaper</li><li>• Posted on the City's web site</li><li>• An informational flyer regarding this study issue was sent to individuals who had requested notification of public hearings or who had previously spoken at public hearings</li><li>• A display add was shown on KSUN</li><li>• A display add was published in the <i>Sunnyvale Sun</i> newspaper</li><li>• A banner add and web page was placed on the City's web site</li><li>• Press releases were sent to the <i>Sunnyvale Sun</i> and the <i>San Jose Mercury News</i></li></ul>	<ul style="list-style-type: none"><li>• Posted on the City of Sunnyvale's Website</li><li>• Provided at the Reference Section of the City of Sunnyvale's Public Library</li></ul>	<ul style="list-style-type: none"><li>• Posted on the City's official notice bulletin board</li><li>• City of Sunnyvale's Website</li><li>• Recorded for SunDial</li></ul>

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**ALTERNATIVES**

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1. Introduce ordinance to the Municipal Code concerning:

Recreational vehicles, trailers, and boats, when parked or stored on property in residential zones, shall be parked or stored all perpendicular to the street.

2. Introduce ordinance to the Municipal Code with modifications.
3. Direct staff to where additional research is required for future action.
4. Do not modify the Municipal Code.

**RECOMMENDATION**

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Recommend Alternative 1 to the City Council.

Prepared by:

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Steve Lynch  
Project Planner

Reviewed by:

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Fred Bell  
Principal Planner

Reviewed by:

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Trudi Ryan  
Planning Officer

Reviewed by:

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Robert Paternoster  
Director of Community Development

Approved by:

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Robert S. LaSala  
City Manager

Attachments:

1. Definitions of recreational vehicles
2. Draft Ordinance
3. Various letters from residents

### **Definitions of Recreational Vehicles**

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**Boat** - vessel of any kind, whether self-propelled or propelled by any other means, including sailing vessels and all other structures adapted to be navigated on water from place to place for recreational purposes or for the transportation of merchandise or persons.

**Camp Trailer** - vehicle under 16 feet in length and so constructed as to be drawn by a motor vehicle using a hitch, capable of human habitation for camping or recreational purposes

**Fifth Wheel** - vehicle designed for recreational purposes to carry persons or property on its own structure and so constructed as to be drawn by a motor vehicle by means of a kingpin connecting device.

**Motor Vehicle** - a passenger vehicle, truck, recreational vehicle, motorcycle, motor scooter, golf cart, or other similar self-propelled vehicle.

**Passenger Vehicle** - any motor vehicle designed, used and maintained primarily for the transportation of persons for noncommercial purposes. A passenger vehicle does not include a motor vehicle designed and equipped for human habitation, excepting a motor vehicle to which a Camper Shell has been attached.

**Recreational Vehicle** - a motor vehicle designed and equipped for temporary human habitation.

**Storage Structure** - a prefabricated enclosure that is not required to have a building permit and is not permanently affixed to the ground, but which is not on wheels or mobile.

**Trailer Coach** - vehicle designed for human habitation to carry persons or property on its own structure and so constructed as to be drawn by a motor vehicle using a hitch.

**Truck Camper** - a detachable section or accessory designed to be mounted upon a motor vehicle and to provide facilities for human habitation, camping purposes or storage.